



## **21/02957/COND29A West Anglia Main Line Land Adjacent to Cambridge Biomedical Campus**

### **Application details**

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Trumpington

Proposal: Submission of details required by condition 29 (Hard and Soft Landscape) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)

Applicant: Network Rail

Presenting officer: Mairead O'Sullivan, Principal Planner, Strategic Sites

Reason presented to committee: Called in by Councillor Baigent as the application is in the public interest

Member site visit date: N/A

Key issues:

1. Compliance with approved parameter plans and Design Principles
2. Compliance with the requirements of condition 29
3. Responding to local context and the impact on Hobson's Park and the Green Belt

Recommendation: Approve and discharge condition 21/02957/COND29A (Hard and Soft Landscape) in part

# 21/03035/COND29 - West Anglia Main Line Land Adjacent to Cambridge Biomedical Campus

## Application details

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Great Shelford / Shelford

Proposal: Submission of details required by condition 29 (Hard and Soft Landscape) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/03035/TWA)

Applicant: Network Rail

Presenting officer: Mairead O'Sullivan, Principal Planner, Strategic Sites

Reason presented to committee: Called in by Councillor Baigent as the application is in the public interest

Member site visit date: N/A

Key issues:

1. Compliance with approved parameter plans and Design Principles
2. Compliance with the requirements of condition 29
3. Responding to local context and the impact on Hobson's Park and the Green Belt

Recommendation: Approve and discharge condition 21/03035/COND29 (Hard and Soft Landscape) in part

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## 1. Executive summary

- 1.1 The application seeks to discharge Condition 29 of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order. The Transport and Works Act Order (TWAo) was granted in December 2022 with a deemed planning consent which included 39 conditions. Condition 29 controls the detailed hard and soft landscape design for Cambridge South Station. There is one permission but it crosses the administrative boundary of Cambridge City Council and South Cambridgeshire District Council therefore two applications are required as neither authority has been delegated the power to deal with matters within the other authority. This report relates to both applications.
- 1.2 The application has been subject to extensive pre-application advice. The applicant has presented the scheme to Cambridgeshire Quality Panel and briefed members of Joint Development Control Committee (JDCC). The applicant has also engaged with local groups and organisations who were involved in the TWAo process such as Trumpington Residents Association (TRA) and Cambridge Past Present and Future (CPPF). TRA has submitted a neutral comment and there have been no third party representations objecting to the discharge of the condition. The application has been called in to JDCC by Councillor Baigent as it is in the wider public interest.

- 1.3 The details submitted comply with the approved parameter plans approved as part of the TWAO. A Design Compliance Statement has been submitted with the applications, in accordance with the wording of the condition, which demonstrates how the design complies with the Cambridge South Design Principles.
- 1.4 The hard and soft landscaping scheme would be high quality design. The submitted biodiversity report details how the development achieves 10% BNG and this complies with the requirement of part g) of the hard and soft landscape condition. Further details will be submitted to address condition 13 (biodiversity). The wayfinding strategy, Landscape and Ecology Management Plan (LEMP) and Landscape implementation programme are considered to be acceptable and sufficient to discharge condition 29.
- 1.5 Officers recommend that the Joint Development Control Committee approve and partially discharge conditions 21/02957/COND29A and 21/03035/COND29

## **2. Site description and context**

- 2.1 The site lies between Trumpington and Cambridge Biomedical Campus (CBC). The site is generally flat and contains the existing railway line. It is centred around Hobson's Park on the west and a plot between the University of Cambridge Anne McClaren Building and the AstraZeneca site to the east. The Cambridge Guided Busway (GBW) bridge runs adjacent to the northern boundary of the site.
- 2.2 Land use is mostly residential north and west of the site. Hobson's Park is a recreation area that serves the residential area in Trumpington. It includes Hobson's Park Nature Reserve and is wholly within the Green Belt. Hobson's Brook runs close to the western boundary of the site. Further south of Hobson's Park, to the south of Addenbrookes Road there is a Scheduled Monument. Directly to the north of the site, beyond the guided busway bridge is the active recreation area which serves the nearby residential uses.
- 2.3 CBC lies to the east of the site. It is the largest centre of medical research and health science in Europe. It accommodates four hospitals, with two further hospitals planned as well as a number of R & D buildings.
- 2.4 Part of the site is an operational railway. The station will be on a route which is served by services to London Kings Cross and the East Coast

Main Line. Thameslink services connect Cambridge to Brighton via Central London.

- 2.5 As part of the TWAO, an area of about 20,840 sqm was agreed to be provided to the south of Addenbrookes Road to mitigate the public space lost within the park. This land was previously in agricultural use. This is known as the exchange land. It serves dual purposes. During construction it acts as replacement habitat for ground nesting birds. Once construction is complete, the exchange land will become a public park.

### **3. The proposal**

- 3.1 The Network Rail (Cambridge South Infrastructure Enhancements) Order which was issued on 21 December 2022 permits Network Rail to construct and operate a new four track station and related track works. The Order also requires exchange land to be provided to compensate for the loss of habitat and public open space within Hobson's Park. The order includes deemed planning permission for the works and this includes 39 planning conditions. The application seeks approval of the hard and soft landscape condition which is condition 29 of the deemed planning permission associated with the TWAO.

- 3.2 Condition 29 is worded as follows:

#### **Hard and Soft Landscape**

No development other than a Specified Phase shall commence until details of a hard and soft landscape scheme have been submitted to and approved in writing by the local planning authority. This scheme must be in accordance with the approved Parameter Plans and shall be submitted with a Design Compliance Statement demonstrating compliance with the relevant Cambridge South Design Principles (NR-15-1 dated March 2022). Details of the scheme must include:

- a) proposed finished levels or contours including proposed grading and mounding of land areas including sections through the areas to show the proposed make-up of the mounding, the levels and contours to be formed and showing the relationship of proposed mounding to existing vegetation and surrounding landform;
- b) details of post formation soil decompaction;
- c) car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; tree pits, including those in planters, wayfinding structures, hard paving and soft landscaped areas, minor artefacts and structures (e.g. Street furniture, location of artwork, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (underground elements

need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports);

- d) planting plans with written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;
- e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected;
- f) a landscape and ecology management plan for proposed landscaped areas and green biodiverse roof, including long term design objectives, management responsibilities and maintenance schedules/programme for all landscape areas;
- g) a Biodiversity Net Gain (BNG) report (including DEFRA metric V2 calculations) demonstrating BNG best practice and how the scheme contributes to the minimum 10% BNG for the development as a whole,
- h) a wayfinding strategy; and
- i) an implementation programme.

The development shall only be carried out and maintained in accordance with the approved details.

If within a period of five years from the date of the planting, or replacement planting, any tree or plant (except through an Act of God or vandalism) is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the local planning authority gives its written consent to any variation.

**Reason:** in accordance with Cambridge Local Plan policies 55, 57 and 59, to help the Cambridge South Infrastructure Enhancements Project to integrate with the surrounding area, mitigate areas of existing planting to be removed and to safeguard the visual amenity of Hobson's Park and the Green Belt.

- 3.3 The application has been through extensive pre-application discussions. It has been presented to JDCC as a developer briefing on 15 February 2023. The scheme was also presented to Cambridgeshire Quality Panel on 28 February 2023. The City Council's Access Officer reviewed the scheme on 4 October 2022 as part of the pre-application programme.

- 3.4 The application to discharge the condition is supported by the following information:
- Plans and sections
  - Planting plans
  - Design Compliance Statement
  - Supporting Statement
  - Landscape and Ecology Management Plan (LEMP)
  - Wayfinding and Signage Strategy
  - Landscape Implementation Programme
  - Biodiversity Net Gain Assessment and metric
  - Landscape Works Specification
  - Covering letter
- 3.5 The application has been amended to address comments from the Landscape and Biodiversity Officers and from the Trumpington Residents Association (TRA), and further consultations have been carried out as appropriate.
- 3.6 The amendments included:
- A written statement responding to comments from the Landscape and Biodiversity Officers and TRA.
  - Submission of soil management plan (already provided as part of condition 28 Soil Management Plan)
  - Amended wayfinding strategy including updated highways plan and no cycling signs plan
- 3.7 The applications to discharge the station design (condition 17) and cycle parking (Condition 22) conditions of the deemed planning consent associated with the TWAO were approved by Joint Development Control Committee on 16 August 2023.
- 3.8 The landscape scheme consists of five main areas. These are the eastern forecourt, the western forecourt and access through Hobson's Park, the Green Roof of the station building, the exchange land and the trackside landscaping works. These areas are covered by parameter plans which were approved as part of the TWAO. Any development needs to accord with the parameter plans. The landscape design must also accord with the Cambridge South Design Principles which were approved as part of the TWAO. A Design Compliance Statement has been submitted to demonstrate compliance with these principles.
- 3.9 Condition 29 also requires details of biodiversity net gain, wayfinding, a landscape implementation programme, a landscape and ecology

management plan and details of soil decompaction. The condition requires that if any planting fails or is removed within 5 years of planting it must be replaced.

- 3.10 The station has a forecourt at each side of the tracks. The eastern forecourt includes vehicular access, the western carpark only provides pedestrian and cycle access. There is only cycle and pedestrian access to the western forecourt and a new segregated path, which was agreed as part of the TWAO, is proposed to provide access. There will be level access to all of the platforms which has resulted in the need to build up the levels at either side of the tracks. This is most noticeable in Hobson Park and details of level changes in the park are shown in the proposed plans.
- 3.11 The exchange land is currently serving as replacement habitat for ground nesting birds while construction is ongoing. It will become a publicly accessible park once construction is complete. The exchange land will include a circular path with 2 bridges over Hobson Brook and 2 seasonal ponds. One of the bridges serves also as an access to the farmland to the south and details of this are being considered under a separate discharge of condition application. Details of landscaping in the trackside areas to the south, between the Shepreth branch junction (rail junction to the North of Great Shelford) and the station, and to the north, between the station and Long Road are shown in the planting plans but mainly consist of replacement grass planting. Information relating to impact on existing trees has already been discharged as part of condition 34 (Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) implementation).
- 3.12 The development is within the boundaries of both Cambridge City Council and South Cambridgeshire District Council. Therefore two applications are required to deal with each administrative area.

#### 4. Relevant site history

Reference	Description	Outcome
21/02957/TWA & 21/03035/TWA	Construction and operation of a new two storey, four platform station on the West Anglia Main adjacent to the Cambridge Biomedical Campus, and associated works to the rail infrastructure	Granted on 21/12/2022



Reference	Description	Outcome
21/02957/COND5 & 21/03035/COND5	Submission of details required by condition 5 (Phasing Plan) of Transport and Works Act Order 21/02957/TWA	Granted 03/03/2023
21/02957/COND6 & 21/03035/COND6	Submission of details required by condition 6 (Preliminary contamination assessment) of Transport and Works Act Order 21/02957/TWA	Granted 08/03/2023
21/02957/COND7 & 21/03035/COND7	Submission of details required by condition 7 (Site investigation report and remediation strategy) of Transport and Works Act Order 21/02957/TWA	Granted 08/03/2023
21/02957/COND10 & 21/03035/COND10	Submission of details required by condition 10 (Code of Construction Practice) of the deemed planning permission associated with Cambridge South Infrastructure Enhancements Transport Works Act Order (local planning authority reference 21/02957/TWA)	Granted 19/04/2023
21/02957/COND11 & 21/03035/COND11	Submission of details required by condition 11 (Archaeology) of Transport and Works Act Order 21/02957/TWA	Withdrawn
21/02957/COND12 & 21/03035/COND12	Submission of details required by condition 12 (Construction Ecological Method Statement) of Transport and Works Order 21/02957/TWA	Granted 10/03/2023
21/02957/COND12A & 21/03035/COND12A	Submission of details required for discharge of condition 12 (Construction Ecological Method Statement) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 01/06/2023
21/02957/COND14 & 21/03035/COND14	Submission of details required by condition 14 (Construction Surface Water Drainage Strategy) of Transport and Works Order 21/02957/TWA	Granted 10/03/2023
21/02957/COND15 & 21/03035/COND15	Submission of details required by condition 15 (Operational Surface Water Drainage Strategy) of Transport and Works Act Order 21/02957/TWA	Granted 06/10/2023
21/02957/COND16 & 21/03035/COND16	Submission of details required by condition 16 (Operational Surface Water Drainage Scheme) of Transport and Works Act Order 21/02957/TWA	Granted 06/10/2023
21/02957/COND17	Submission of details required by condition 17 (Detailed design approval: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 08/09/2023
21/02957/COND18 & 21/03035/COND18	Submission of details required by condition 18 (External materials) of Transport and Works Act Order 21/02957/TWA	Granted 11/04/2023
21/03035/COND18A	Submission of details required by condition 18 (External Materials) of Transport and Works Order 21/03035/TWA	Granted 26/04/2023

Reference	Description	Outcome
21/02957/COND18A	Submission of details required by condition 18 (External Materials) of Transport and Works Act Order 21/02957/TWA	Granted 31/08/2023
21/02957/COND18B	Submission of details required by condition 18 (External Materials) of Transport and Works Act Order 21/02957/TWA	Pending determination
21/02957/COND18C	Submission of details required by partial discharge of condition 18 (External Materials) of Transport and Works Act Order 21/02957/TWA	Pending determination
21/02957/COND20	Submission of details required by partial discharge of condition 20 (Public Art: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Transport and Works Order 21/02957/TWA	Granted 31/08/2023
21/02957/COND21	Submission of details required by condition 21 (Waste: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 21/10/2023
21/02957/COND22	Submission of details required by partial discharge of condition 22 (Cycle Parking: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 14/09/2023
21/02957/COND23	Submission of details required by condition 23 (BREEAM pre-assessment) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 15/06/2023
21/02957/COND26E	Submission of details required by condition 26 part C (Detailed design: Railway Systems Compound) of Transport and Works Act Order 21/02957/TWA	Granted 11/04/2023
21/03035/COND26E A	Submission of details required by condition 26e (Detailed design approval: Any other buildings) of Transport and Works Order 21/03035/TWA	Granted 26/04/2023
21/02957/COND26B & 21/03035/COND26B	Submission of details required by condition 26 part B (Detailed design: accommodation bridge) of Transport and Works Act Order 21/02957/TWA	Pending determination
21/02957/COND26C & 21/03035/COND26C	Submission of details required by condition 26 part E (Detailed design: Any other building/structure) of Transport and Works Act Order 21/02957/TWA	Granted 11/04/2023
21/02957/COND27	Submission of details required by condition 27 (lighting scheme) of Transport and Works Act Order 21/02957/TWA	Pending determination

Reference	Description	Outcome
21/02957/COND28 & 21/03035/COND28	Submission of details required by condition 28 (Soil Management Plan) of the deemed planning permission associated with Cambridge South Infrastructure Enhancements Transport Works Act Order (local planning authority reference 21/02957/TWA)	Granted 19/04/2023
21/02957/COND28A & 21/03035/COND28A	Submission of details required by condition 28 (Soil Management Plan) of planning permission 21/02957/TWA	Granted 31/08/2023
21/02957/COND29	Submission of details required for partial discharge of condition 29 (Hard and Soft Landscape - Guided busway crossing) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 24/05/2023
21/02957/COND34 & 21/03035/COND34	Submission of details required by partial discharge of condition 34 (Arboricultural Method Statement and Tree Protection Plan) of Transport and Works Order 21/02957/TWA	Granted 10/03/2023
21/02957/COND34A & 21/03035/COND34A	Submission of details required by partial discharge of condition 34 (Arboricultural Method Statement and Tree Protection Plan) for phase 2 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 02/06/2023
21/02957/COND34B & 21/03035/COND34B	Submission of details required by condition 34 (arboricultural method statement and tree protection) for phases 3- 6 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 05/10/2023

Table 2 Relevant site history

- 4.1 The Transport and Works Act decision and inspectors report are linked as background papers in section 26 of the report.

## 5. Policy

### 5.1 National policy

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2019

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

Circular 11/95 (Conditions, Annex A)

EIA Directives and Regulations - European Union legislation with regard to environmental assessment and the UK's planning regime remains unchanged despite it leaving the European Union on 31 January 2020

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

## **5.2 South Cambridgeshire Local Plan (2018)**

S/4 – Cambridge Green Belt

NH/4 – Biodiversity

HQ/1 Design Principles

TI/2 – Planning for Sustainable Travel

TI/3 – Parking Provision

TI/8 – Infrastructure and New Developments

## **5.3 Cambridge Local Plan (2018)**

Policy 4: The Cambridge Green Belt

Policy 5: Strategic transport infrastructure

Policy 17: Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change

Policy 18: Southern Fringe Areas of Major Change

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 59: Designing landscape and the public realm

Policy 69: Protection of sites of biodiversity and geodiversity importance

Policy 70: Protection of priority species and habitats

Policy 82: Parking management

## **5.4 Supplementary Planning Documents (SPD)**

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

## **5.5 Other guidance**

Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001).

Cambridge and Milton Surface Water Management Plan (2011)

Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010)

Greater Cambridge Sustainable Design and Construction SPD (2020)

Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste

Cambridgeshire Design Guide For Streets and Public Realm (2007)

## **6. Consultations**

### **Parish Council**

6.1 No comments received.

### **Landscape Officer**

#### First comment

6.2 Parts a, d, h and l are acceptable but further information is needed to address parts b, c, e and f of condition 29.

#### Second comment

6.3 Previous comments have been addressed and the condition can be discharged from a landscape perspective.

### **Biodiversity Officer**

6.4 The information provided is generally acceptable. The overall net gain is within the mandatory requirement. Request a standard template DEFRA biodiversity gain plan. Suggest some amendments to the LEMP and implementation programme. Request the path in the exchange land is one way rather than a loop.

### **Cambridgeshire Quality Panel Meeting of 28 February 2023**

6.5 The scheme has evolved since these comments were made and the below summary highlights only the comments relevant to the landscape

condition as some of the comments related to the station building and matters covered by other conditions.

- The panel were impressed by the community consultation process undertaken and encouraged by the progress of the design. Financial constraints on the project were recognised.
- The eastern forecourt is challenging to resolve but efforts needed to avoid clutter to ensure the area functions properly. The need for food and beverage uses and associated seating needs consideration. The eastern forecourt must prioritise non-vehicular users
- Need to anticipate 'peak chaos' and incorporate measures to managed potential bad behaviour
- The way in which cycles move around the station (including access the platforms) needs further consideration. Also need to consider cycle access from the busway as this has a tight radius.
- Sedum, brown roofs and trees are all positive features but more needs to be done to integrate landscape at ground level with green roof. A strategy is needed for managing the landscape and green roof.

## **7. Local Group**

- 7.1 Trumpington Residents Association has made a neutral representation on the following grounds:
- The no cycling signs plan in the wayfinding strategy needs updating to align with what has been agreed between Network Rail and TRA.
  - TRA advise against the use of Carex pendula as although native it is invasive
  - Request that the provisions of the LEMP are implemented to ensure that planting will be successful.
  - Ask the Network Rail engage with local schools to help with future tree planting
  - Interested in details of wayfinding strategy and strongly support use of local place names.
- 7.2 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

## **8. Planning background**

- 8.1 The Transport and Works Act Order was granted by the secretary of state on 21 December 2022. Enabling works began on site in February 2023.
- 8.2 The station design and hard and soft landscape scheme has been subject to extensive pre-application discussions. This included a series of

workshops covering a range of different elements relating to the station design. The scheme has been presented to Cambridgeshire Quality Panel and the applicant provided a briefing to members of JDCC. Details of the amendments secured through the pre-application process are provided in section 9 below.

8.3 The station design condition (condition 17) and cycle parking condition (condition 22) were approved by JDCC in August 2023.

8.4 The applicant has engaged with the Trumpington Residents Association and Cambridge Past Present and Future prior to the submission of the application to discharge the Hard and Soft Landscape Condition. This engagement has resulted in there being no objection from either party.

## **9. Summary of design changes undertaken through the pre-application process**

9.1 The design of the station building has evolved throughout the pre-application process following on from workshops with the LPA and as a result of feedback from Cambridgeshire Quality Panel and from a member briefing to JDCC in February 2022. The main areas of change are summarised below:

9.2 The eastern forecourt pedestrian environment has been improved through the pre-application process to reduce clutter and allow more space for movement. These amendments respond to comments from the briefing the members of JDCC and Cambridgeshire Quality Panel. Cube seating has been relocated and bollards have been removed to allow more space for informal drop offs. Space has also been allocated for a mobile coffee van or similar should this be required in future.

9.3 As part of the pre-app process work was done to reduce car dominance in the eastern forecourt. The carriageway has been kept as narrow as possible; it needs to be wide enough to allow for the refuse vehicle and an emergency vehicle to access the site. This allows for further space to be given to pedestrian areas and encourages cars to travel more slowly. Road markings have also been removed.

9.4 The layout of the rain garden in the eastern forecourt has been amended. There were concerns that the location of the drop off near to the front of the building would exclude a large part of the use from being used for informal drop-offs or else it would end up being trod in by users. The amended location of the raingarden, set back from where the footway meets the carriageway, is considered to address these issues. Tall dense

planting has been added to the raingardens to deter people from walking through them.

- 9.5 The planting plan has been amended as a result of pre-app feedback. The changes include the removal of birch from the suggested species and the incorporation of further tree species within Hobson Park. The amount of Buddlieia has also been reduced as there were concerns that it could become dominant. The wild flower mix for the park and the biodiverse roofs were agreed with the Biodiversity Officer.
- 9.6 There was a significant amount of consideration given to the optimal location for the ticket machines at either side of the station. The station will not have a ticket office so tickets will either be purchased online or from the ticket machines. The machines need to be in a legible location and covered whilst also not blocking the entrance to the station. Other information for wayfinding purposes will be provided on the reverse of the ticket machines.
- 9.7 Cycle access from the guided busway bridge to the eastern forecourt was given much consideration and amendments have been made as part of the pre-app process. Although the majority of users approaching the station from the west will access the station via Hobson Park, there will be a small number of cyclists who chose to travel across the busway bridge to access the station. The access corner will be widened with planting and paving provided to create a gradual turn into the eastern forecourt. The proposed arrangement is compliant with LTN120 and Building Regulations.

## **10. Assessment**

- 10.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:
- Principle of development
  - Compliance with parameter plans and design principles
  - Landscape design element of condition 29
  - Biodiversity Net Gain
  - Landscape management and implementation
  - Wayfinding
  - Transport and Access
  - Other matters
  - Planning balance
  - Recommendation



## **11. Principle of Development**

- 11.1 The detailed design of the hard and soft landscape scheme for the station needs to comply with the parameter plans as well as the agreed design principles. The principle of the hard and soft landscaping scheme layout has been agreed in the parameter plans which were approved as part of the deemed planning permission. The key considerations for condition 29 is to ensure that the station integrates with the surrounding area, to mitigate areas of existing planting to be removed and to safeguard the visual amenity of Hobson's Park and the Green Belt.

## **12. Compliance with Parameter Plans and Design Principles**

- 12.1 Condition 29 requires that the hard and soft landscape scheme complies with the parameter plans which were approved as part of the TWAO. The parameter plans show the footprint of both forecourts and show and general outline of the forecourt layout. The eastern forecourt is shown to have vehicular access with a drop off area and 8 car parking spaces (3 staff spaces and 5 blue badge spaces). The staff car parking has been relocated to the other side of the road compared with what is shown in the parameter plans however this is not considered a significant deviation and the layout is generally as the approved plans. The area in front of the building has been modified to improve usability and reduce clutter. This includes the removal of bollards and the relocation of the rain garden to allow more space for drop offs at peak times.
- 12.2 The western forecourt is also broadly as shown in the parameter plans. The forecourt area includes a series of trees with benches. A new shared access path is provided in the agreed location. This will include a segregated route for pedestrians and cyclists access the station.
- 12.3 The roof plan of the parameter plans shows areas for potential green biodiverse roof. The flat roof elements on the canopies at both sides of the station will have a biodiverse roof. The curved roof of the building/overbridge will have a sedum roof as this needs to be a lower maintenance material due to proximity to the railways. The roof light shown on the cycle parking roof on the western elevation is no longer being provided but this is not considered to be a significant deviation.
- 12.4 The exchange land layout remains broadly unchanged. The railway systems compound has been reduced significantly in size which is considered a positive change and is not a significant deviation from the parameter plans. There is one less balancing pond required which is also not considered to be a significant deviation. The additional pond is not

required from a drainage perspective and drainage details have already been approved under application reference 21/02957/COND16 & 21/03035/COND16 (Operation Surface Water Drainage Strategy) Otherwise, the layout is as per the parameter plans.

- 12.5 In line with the wording of the condition, the applicant has provided a design compliance statement to show how the landscape design complies with the Cambridge South Design Principles (NR-15-1 dated March 2022).
- 12.6 The proposed hard and soft landscaping scheme is considered compliant with the approved parameter plans and the Cambridge South Design Principles (NR-15-1 dated March 2022).

### **13. Landscape design elements of condition 29**

- 13.1 Paragraphs 126, 130 and 131 of the NPPF advise that developments should aim to achieve well-designed, sustainable places that function well, are visually attractive, create a strong sense of place and optimise the potential of the site.
- 13.2 Policies 8 (Setting of the City), 55 (Responding to context), 56 (Creating successful places), and 59 (Designing landscape and the public realm) of the Cambridges Local Plan (2018) seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.
- 13.3 Policy HQ/1 'Design Principles' of the South Cambridgeshire Local Plan (2018) provides a comprehensive list of criteria by which development proposals must adhere to, requiring that all new development must be of high-quality design, with a clear vision as to the positive contribution the development will make to its local and wider context
- 13.4 Policies NH/2, NH/6 and SC/9 of the South Cambridgeshire Local Plan (2018) are relevant to the landscape and visual impacts of a proposal. Together they seek to permit development only where it respects and retains or enhances the local character and distinctiveness of the local landscape and its National Character Area.
- 13.5 Part a), c), d) and e) of condition 29 relate to elements of landscape design.
- 13.6 Part A of condition 29 deals with finished levels and requires:

a) proposed finished levels or contours including proposed grading and mounding of land areas including sections through the areas to show the proposed make-up of the mounding, the levels and contours to be formed and showing the relationship of proposed mounding to existing vegetation and surrounding landform;

13.7 The station building will have a finished floor level of 15.985 AOD which is higher than Hobsons Park and higher than the existing ground levels to the east of the new station. This is so that the station can provide level access to the platforms. The plan and section drawings show how the ground levels will be modelled and modified in the park and in the eastern forecourt area to tie in with existing levels to the east and west of the station. The Landscape Officer is satisfied that the way in which the ground is built up will be satisfactory.

13.8 Part c of the condition requires details and layouts of hard landscape areas:

c) car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; tree pits, including those in planters, wayfinding structures, hard paving and soft landscaped areas, minor artefacts and structures (e.g. Street furniture, location of artwork, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (underground elements need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports);

13.9 The car parking layouts are as per the parameter plans. There is consideration of access arrangements under section 18.

13.10 A hard landscape schedule has been provided showing details of materials. The pedestrian walkways will be finished in (resin bound gravel (winter bronze colour) The cycle path across Hobson Park will be resin bound gravel (butterscotch colour). The main forecourt area to the front of each side of the station will be concrete flag pavers with granite setts on the edges and around any seating areas. The road into the eastern forecourt will be tarmacked.

13.11 The materials palette for the station building have already been agreed through the discharge of condition 18. The materials palette for the hard and soft landscaping scheme are considered to compliment the station building and would be in keeping with the context of the station.

- 13.12 Block seating is proposed in the areas between the Acer Campestre trees at both sides of the station. An area has been allocated at each forecourt for a mobile coffee kiosk should this be required in future. Ticket machines are located near each entrance under the canopy of the station building.
- 13.13 A Wayfinding Strategy has been provided which is considered in section 17 below. The strategy provides details of signage within and around the station including the wayfinding totems located to the front of each side of the building which will provide onward travel information.
- 13.14 The Biodiversity Officer has suggested that the route through the exchange land should be a single path linking the two bridges rather than a circular route so that there would be less disturbance of ground nesting birds. The parameter plans show a circular route through the exchange land. The exchange land also serves as an area of recreation and therefore needs to be a usable park space. The circular path is more conducive as a walking route and therefore no change is required.
- 13.15 Part d of condition 29 requires details of planting specifications:  
d) planting plans with written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;
- 13.16 A set of eleven planting plans and two planting schedules describe the planting across the whole site including trees, hedgerows, grass, and wildflower mixes. A written specification has also been provided. The planting plans have evolved through feedback from the pre-app process.
- 13.17 On the western forecourt there are 5 new trees (Acer Campestre) proposed to be planted to the front of the station. Some existing woodland planting has been retained and additional wildflower meadow planting and native trees and shrubs with woodland grass mix beneath is proposed.
- 13.18 On the eastern forecourt a linear belt of trees (Acer Campestre) is proposed to help demarcate the pedestrian and cycle routes to the building. Some additional small tree planting is proposed in the bed adjacent to the guided busway bridge.
- 13.19 The planting plan for the biodiverse element of the green roof (the flat roof elements over the canopies) has been agreed with the Biodiversity Officer and Landscape Officer through the pre-app process. The planting mix will work well with the wildflower planting within Hobson Park. The

maintenance and management arrangements for the biodiverse roof are provided within the LEMP.

- 13.20 The exchange land will be planted as a grassland meadow. Where possible, trees removed from Hobson Park to make way for the station will be relocated to the exchange land. There will be some additional tree planting. Habitat piles are also proposed to be created.
- 13.21 The existing planting around the tracks is predominantly retained with some new grass planting required. A maintenance vehicle path is required adjacent to the tracks to the north of the station.
- 13.22 The Landscape Officer and TRA highlighted that *Carex pendula* and *Crocsmia Lucifer*, which are proposed within the raingardens, can become dominant. Network Rail have explained that the maintenance schedule which is set out in the LEMP will prevent any one species from dominating as it covers pruning, trimming and weeding in order to maintain planting. The Landscape Officer is satisfied with this solution.
- 13.23 Part e of condition 29 considers details of boundary treatment are requires the following:  
e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected;
- 13.24 The boundary treatments are shown on the landscape GA plans, fencing and platform detail drawings and in the station building materials pack. The materials and layouts follow the principles agreed during the pre-application discussions.
- 13.25 Boundary fences near the station building, behind the platforms and alongside the bike storage areas, in the two entrance forecourts are Corten steel, coordinated to match the building façade materials. To the north and south of the station the railway boundary is defined by a weldmesh fence 2.1m high in galvanised steel. A pre-grown greenscreen will be used along the eastern boundary with the Astra Zeneca site and along the southern edge of the Eastern forecourt
- 13.26 The Landscape Officer suggested that a galvanised mesh could be used behind the Corten railing to proven litter accumulating. However the applicant has explained that the maintenance and litter picking standards of the train operator are such that this will not be required.
- 13.27 The hard and soft landscape design elements are considered to be compliant with the parameter plans and design principles and the details

are sufficient to address part a), c), d) and e) of condition 29. The hard and soft landscape proposals are considered to be in keeping with the surrounding contexts of Hobson Park, the Green Belt and the CBC. The landscaping scheme would be high quality and compliant with Policies 8, 55, 56 and 59 of the Cambridges Local Plan (2018) and policies HQ/1, NH/2, NH/6 and SC/9 of the South Cambridgeshire Local Plan (2018).

## 14. Biodiversity Net Gain

- 14.1 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) require development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach accords with policy NH/14 of the South Cambridgeshire Local Plan (2018) and Policy 69 of the Cambridge Local Plan (2018) which outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat.
- 14.2 Part G of condition 29 requires a Biodiversity net Gain report to demonstrate how the development achieves a minimum of 10% BNG.
- 14.3 The applicant has provided a Biodiversity Net Gain Report. While the CSIE Project would increase both the hedgerow and river biodiversity units on site, the overall loss of biodiversity will be compensated for through both on-site and off-site means, with the latter being proposed to be achieved through the purchase of additional units from CCoC in respect of a site at Lower Valley Farm. The habitats created will make up for the loss of habitat on site and will include an overall 10% biodiversity net gain.

14.4

Location	Unit type	Unit number/percent
On-site baseline	Habitat units	186.89
	Hedgerow units	9.77
	River units	6.07
On -site post intervention	Habitat units	140.99

	Hedgerow units	20.10
	River units	6.69
Off-site baseline	Habitat units	0.00
	Hedgerow units	0.00
	River units	0.00
Total net unit change	Habitat units	65.00
	Hedgerow units	0.00
	River units	0.00
Total net unit change	Habitat units	19.10
	Hedgerow units	10.32
	River units	0.61
Total net % change	Habitat units	10.22%
	Hedgerow units	105.58%
	River units	10.11%

Table 3 Biodiversity units on and off site

- 14.5 The application has been subject to formal consultation with the City Council's Biodiversity Officer. He is satisfied with the contents of the Biodiversity Net Gain Report. He raises one point requesting the use of the standard template DEFRA biodiversity gain plan. This will be requested as part of the discharge of condition 13 (Biodiversity Net Gain).
- 14.6 The biodiversity report is considered compliant policies with policies NH/4 and 60 of the Local Plans, the Biodiversity SPD and is sufficient to address part g) of condition 29.

## **15. Landscape management and implementation**

- 15.1 Parts f) of condition 29 requires the applicant to submit a landscape and ecology management plan (LEMP) for proposed landscaped areas and green biodiverse roof, including long term design objectives, management responsibilities and maintenance schedules/programme for all landscape areas.
- 15.2 Part I of the condition requires an implementation programme for landscape works.
- 15.3 Condition 29 requires that if within a period of five years from the date of the planting, or replacement planting, any tree or plant (except through an Act of God or vandalism) is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the local planning authority gives its written consent to any variation.
- 15.4 The LEMP covers a 30-year period with a requirement to be reviewed every 10 years. It sets out the management and maintenance arrangements for the different areas of the scheme. It also includes a requirement for monitoring and auditing.
- 15.5 The Landscape Officer suggested that additional litter picking arrangements may be required. They also suggest the use of tree gators for establishment and buried irrigation tubes for other soft landscape.
- 15.6 The applicant has outlined the cleaning regime which will be undertaken by the station operator (Greater Anglia). The station operators will need to conform to Service Quality Regimes Standards (SQRs). The operator also intends to introduce a Station Adopter Scheme at Cambridge South. This scheme has had a positive impact on the appearance of station environments when implemented elsewhere.
- 15.7 The applicant has responded to confirm that bowsers will be used for trees and that the remaining landscape will be watered regularly during the establishing period. Drought tolerant plant species have been selected and the LEMP outlines a plan to only water plants fortnightly during periods of drought (periods of 2 weeks or more without rain). The Landscape Officer is satisfied with the applicants responses in relation to litter management and irrigation.



- 15.8 The Biodiversity Officer highlights the need to ensure that for an ecology walk over survey prior to the implementation of habitat restoration works to ensure that no desirable species have colonised in the interim. The applicant has agreed to the walkover.
- 15.9 The implementation programme sets out a timetable for the implementation of the different landscaping works. Both the Landscape and Biodiversity Officers highlight the need for care around weather patterns and ground conditions to ensure landscaping works are successful. The applicant has responded to this point highlighting that that the condition requires any planting which fails to be replaced so should any spring planting not take this will need to be addressed by the applicant to ensure compliance with the condition.
- 15.10 Both the LEMP and Landscape implementation programme are considered to be adequate to address parts f) and i) of condition 29.

## **16. Wayfinding**

- 16.1 Part h) of condition 29 requires the submission of a Wayfinding Strategy.
- 16.2 The Applicant has provided a Wayfinding Strategy which has been amended since submission. In response to comments from Urban Design, the double yellow lines have been removed from one of the eastern forecourt plans, where they had been shown in error, and the give way sign has been moved back so it is off of the raised table of the Copenhagen Style Crossing. In response to comments from TRA the agreed 'no cycling' sign plan has been appended to the strategy.
- 16.3 The Wayfinding Strategy is split into two sections; the wider strategy and station strategy. The wider strategy looks at a 1.5km radius from the site and considers how to direct key users to the station.
- 16.4 For the wider strategy, baseline studies have been carried out to understand what existing signage exists. To limit street furniture clutter, opportunities will be taken to integrate with existing wayfinding points. The wider wayfinding elements are outside of the site boundary. The applicant will engage with other stakeholders such as Cambridge City Council and Cambridgeshire County Council to ensure that wayfinding for the station is picked up at key decision making points within a 1.5km radius of the station.
- 16.5 The station strategy considers the key decision making points in and directly around the station. This includes information to direct passengers

arriving at the station to where they need to go and to direct those departing the station to the exits and/or the next stage of the journey.

- 16.6 Station wayfinding totems are proposed at either side of the platform and near the intersection of the new path through Hobson Park with the Guided busway. These will use signage consistent with signage used elsewhere in Cambridge (Placemarque). These totems will provide map information for wayfinding.
- 16.7 The location of “No cycling” signs to be placed within Hobson Park have been agreed with TRA. These signs will help direct cyclists away from the rough gravel paths through the park and towards the resin bound dedicated cycle path. The Wayfinding Strategy has been amended since submission to include the plan agreed with TRA as an appendix to the document.
- 16.8 The wayfinding strategy has also been amended to include a revised highways signage plan. The original plan had included road markings on the plan which was incorrect and these have now been removed. The yield sign shown on the plan has also been amended so that it is now behind the raised table rather than on the raise table. This will give pedestrians and cyclists priority on this crossing.
- 16.9 The submitted wayfinding strategy is considered appropriate to address part h) of condition 29.

## **17. Transport and Access**

- 17.1 Policy HQ/1 states that proposals must provide safe and convenient access for all users and abilities to public buildings and spaces, including those with limited mobility or those with impairment such as sight or hearing.
  - 17.2 A Transport Assessment was provided as part of the TWAO process. These details have been agreed and cannot be reconsidered as part of the discharge of the Hard and Soft Landscape condition.
- Pedestrian access
- 17.3 Pedestrians will be able to access the station from several existing routes through Hobson’s Park as well as via the new segregated cycle and pedestrian path.
  - 17.4 Pedestrians can access the eastern station building along the footpath at either the northern or southern side of the eastern forecourt. A raised

table is provided across the mouth of the entrance to the site which will prioritise pedestrian and cycle movements.

- 17.5 Pedestrian access to the station is prioritised and is considered to be acceptable.

Cycle access

- 17.6 Cycle parking details have been approved through the partial discharge of condition 22 (cycle parking) at JDCC in August 2023. There is cycle access at both sides of the station. From Hobson's Park there will be a new segregated path with pedestrian and cycle access leading from the guided busway path across the northern end of the park to the station. The path will be finished in resin bound gravel with a kerb providing separation between the cycle and pedestrian elements. The path is proposed to be marked with solar studs to help with wayfinding when dark. Details of lighting are being dealt with separately through the discharge of condition 27(Lighting).

- 17.7 Members of JDCC and Cambridgeshire Quality Panel have raised concerns around the cycle access for cycles accessing the site from the guided busway bridge. The majority of cyclists accessing the station from the west are expected to access the station from Hobson's Park rather than climb the steep slope of the guided busway bridge over the railway track. Due to the downslope of the bridge, cycles can travel at speed however there is an existing bollard which narrows the path for cycles towards the bottom of the bridge and this would be retained.

- 17.8 A Highway Engineer from Cambridgeshire County Council was informally consulted on the access arrangement from the guided busway bridge to the eastern forecourt. They were generally happy with the arrangement but suggested that the applicant explore amending the planting adjacent to the access to widen the curve. The applicant has considered this suggestion and concluded that removal of some of the planting would result in a steeper gradient for cyclists. It would also create a larger space which would encourage higher speeds. The gradient coming down off the busway conforms with Building Regulations and also with the Government's cycling design guidance LTN 120. The gradient is no more than 5%.

- 17.9 Cycle access to the station is considered to be acceptable.

Public transport access

- 17.10 11% of passengers are expected to access the station via bus. The nearest bus stop to the station is directly across from the access to the

station on Francis Crick Avenue. the guided busway stop is approx. 250m from the entrance to the station.

- 17.11 Members have expressed an interest in the provision of a shuttlebus between the station and the hospital. Officers understand that there is currently no plan to provide such a service. Tracking has demonstrated that the site can accommodate a mini bus using the internal access road but a full-size bus would not be able to turn around within the site.

Vehicular access

- 17.12 Vehicular access to the proposed station would be from the east via a new junction with Francis Crick Avenue. There would be five bays for Blue Badge Holders, as well as three bays for staff and a drop off area for taxis and private cars.

- 17.13 The carriageway within the eastern forecourt has been kept as narrow as possible to make cars feel like guests in the space. As part of the pre-app discussions, the road markings have been removed from the eastern forecourt to help add to this feeling. There will be a speed limit of 10mph. ANPR cameras will be used to control any unauthorised parking within the forecourt.

- 17.14 Members have expressed concerns around drop off arrangements. This has been considered in detail as part of the Inspectors report. The inspector highlights that the station serves primarily as a destination and a gateway to the CBC. It is expected that 95% of the patrons of the station would use modes other than car (public transport, walking and cycling) to access their onward destination. Over two thirds of passengers' true destination would be the CBC which is a short distance away.

- 17.15 The Transport Assessment agreed as part of the TWAO states that there will be an additional 317 vehicular trips (634 vehicular movements) on a typical weekday because of passengers being dropped off, picked up and taking a taxi to/from the proposed Station. It is predicted that, in 2031, the availability of Cambridge South Station would result in the gross reduction of 1,492 vehicle trips per day on the local road network. Taking into account the additional 634 vehicular movements on the road network as a result of passengers being dropped off, picked up and taking taxis to/from the Station, the station is predicted to result in a net daily reduction of 858 vehicular movements on the local road network.

- 17.16 The Transport Assessment finds that there would be 16 trips by private car and 19 by taxi during the peak hours, and that the proposed number of drop off bays would be adequate for this purpose. But the drop off

facility has been subject to sensitivity testing and found to have the capacity to accommodate 36 trips per hour. The Inspector considered this arrangement to be acceptable.

- 17.17 The proposed vehicular access and layout are in line with the parameter plans and are considered to be acceptable in landscape design terms.

## 18. Third party representations

- 18.1 The remaining third-party representations not addressed in the preceding paragraphs are summarised and responded to in the table below:

Third party comment	Officer response
The no cycling signs plan in the wayfinding strategy needs updating to align with what has been agreed between Network Rails and TRA.	The agreed plan has been appended to the Wayfinding Strategy.
TRA advise against the use of Carex pendula as although native it is invasive	See paragraph 13.22
Request that the provisions of the LEMP are implemented to ensure that planting will be successful.	To comply with the condition, the measures outlined in the LEMP will need to be fully implemented
Ask the Network Rail engage with local schools to help with future tree planting	Noted.
Interested in details of wayfinding strategy and strongly support use of local place names.	Noted.

Table 4 Officer response to third party representations

## 19. Other matters

- 19.1 Accommodation bridge
- 19.2 Details of the accommodation bridge/farm access bridge in the exchange land have been submitted to address condition 26(b) (21/02957/COND26B & 21/03035/COND26B Detailed design approval – Accommodation Bridge ). Further information was requested and this information is currently being prepared by the applicant. Further information to address this condition is expected to be submitted imminently.
- 19.3 E-scooters
- 19.4 The station design does not accommodate e-scooters, and there are no plans to do so. Network Rail has advised that this is partly due to limited available space and partly due to concerns regarding the safety risk posed by their batteries.

- 19.5 Rail replacement bus parking
- 19.6 Members expressed an interest in where rail replacement buses would park. Network Rail has confirmed that rail replacement buses will not run from Cambridge South station.
- 19.7 Lighting
- 19.8 Lighting within and around the station is considered as part of condition 27 (21/02957/COND27). The condition was submitted to the LPA in October 2023 and is currently awaiting further information from the applicant in response to third party concerns raised.

## 20. Planning balance

- 20.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 20.2 The hard and soft landscape design is considered to be a high quality which is appropriate to the surrounding contexts. The landscape design is compliant with the parameter plans and design principles agreed as part of the TWAO. The Biodiversity Report LEMP, landscape implementation programme and wayfinding strategy are considered to adequately address parts f), g), h) and i) of the condition. There are not considered to be any elements of the proposal that are unacceptable.
- 20.3 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the details submitted in support of the discharge of this planning condition are considered acceptable.

## 21. Recommendation

- 21.1 **Approve** and partially discharge condition 21/02957/COND29A with delegated authority to officers to carry through minor amendments
- 21.2 **Approve** and partially discharge condition 21/03035/COND29 with delegated authority to officers to carry through minor amendments

## 21.3 Background Papers

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- [South Cambridgeshire Local Plan \(2018\)](#)
- [Cambridge Local Plan \(2018\)](#)
- [Network Rail \(Cambridge South Infrastructure Enhancements\) Order](#)